

Appendix B – 2022/23 Proposed Criteria to Determine Highway Maintenance New Starts Programme

Highway Maintenance New Starts Programme

The proposed criteria for determining the countywide allocations and the projects to be included in the 2022/23 Highways Maintenance capital programme is set out below:

Asset Class	2022/23 Proposed Criteria
A, B, C Roads	<p>Committed level of investment as set out in the Transport Asset Management Plan (TAMP)</p> <p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based condition survey data and local parameters which include life expectancy and deterioration modelling. Also includes the number of defects, claims and complaints received. Additionally, the strategic significance is assessed based upon priority gritting routes and higher risk routes.</p> <p>Surface dressing schemes have been ranked based on the principles set out in the TAMP. Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume).</p>
Urban Unclassified Roads	<p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data and local parameters which include life expectancy and deterioration modelling. Also includes the number of defects, claims and complaints received. Additionally, the strategic significance is assessed based upon priority gritting routes and higher risk routes.</p> <p>Surface dressing schemes have been ranked based on the principles set out in the TAMP. Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume).</p>
Rural Unclassified Roads	<p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data and local parameters which include life expectancy and deterioration modelling. Also includes the number of defects, claims and complaints received. Additionally, the strategic significance is assessed based upon priority gritting routes and higher risk routes.</p> <p>Surface dressing schemes have been ranked based on the principles set out in the TAMP. Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume).</p>
Footways	<p>A countywide allocation prioritisation based on condition survey data and the number of highway safety defects identified. Also includes the number of defects, claims and complaints received.</p>

Asset Class	2022/23 Proposed Criteria
Moss Roads	A strategy for Moss Roads has been approved and includes a prioritised hierarchy of need which has been used to determine the proposed 2022/23 programme
Drainage	Countywide prioritisation based on risk of flooding and potential impact on flooding to property and highway and developed to address drainage issues prior to undertaking carriageway maintenance.
Street Lighting	District Allocation: 70% on the basis of reduction of risk based on condition and 30% on the basis of unexpected failures based on inventory records.
Traffic Signals	Countywide prioritisation based on the age of units beyond their operational life, number of faults attended and vehicle accident records.
Bridges and Structures	Countywide prioritisation based on priority bridges as indicated by condition and strategic importance.
Structural Defects	All defects that meet the safety intervention criteria will be addressed and therefore the actual expenditure will reflect operational demand.
Surveys, coring, and Geotechnical investigations	This will allow an evidence base to be developed to ensure schemes are developed in line with TAMP principles. The programme of works will support the delivery of the 2022/23 capital programmes and the development of the 2023/24 capital programme
Localised Deterioration Fund	Small schemes determined on a countywide prioritisation based on condition, the number of defects, repeat visits to defects, claims and complaints received, along with the route strategic significance.
Planned Additional Maintenance	<p>The following projects are priorities that are currently unfunded and need to be delivered:</p> <ul style="list-style-type: none"> • Network Rail Low Bridge Height Signing & Canal Bridge Protection • Weather Stations (yr2) • Cattle Grid replacement in Lancaster District • Trashescreen Safety Work • Carriageway Localised Deterioration • Street lighting -replacement of columns that have failed testing
Risk Based Condition Assessments	<p>This work will ensure that a targeted programme of maintenance can be developed that is evidence based;</p> <ul style="list-style-type: none"> • Column testing • Vehicle restraint barrier assessments • Bridge risk-based assessments
Future Design / Site Investigation	This funding will help to develop the 2023/24 capital programme